

All the War News

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# The Sentinel-Record.

THE ONLY NEWSPAPER IN HOT SPRINGS THAT RECEIVES THE FULL ASSOCIATED PRESS REPORT OVER LEASED WIRES.

## WEATHER FORECAST

Washington, March 12.—Forecast for Arkansas: Partly cloudy Saturday and Sunday.

VOLUME XXXII.

HOT SPRINGS, ARKANSAS, SATURDAY MORNING, MARCH 13, 1915.

NUMBER 304.

## RACING HERE ONE BIG DAY

ST. PATRICK'S DAY PROGRAM AT OAKLAWN TO HELP CARE FOR STATE FAIR DEFICIT.

## NO TEST OF THE NEW LAW

Horses Shipped Here Anticipating the Spring Race Meet Sufficient in Number to Make Up Big Program for One Genuine Holiday Program.

### ATTENTION, COMMITTEE!

Members of the committee selected yesterday to make arrangements for holding the racing matinee St. Patrick's Day are urged to be present at the Business Men's League this afternoon at 3 o'clock. This meeting is of the utmost importance.

The committee would also like to confer with owners or those who have charge of horses shipped into Hot Springs, and they, too, are requested to call at the Business Men's League today.

From present indications, this event will be one of the most successful of any special features held here in many, many months.

In order to pay the deficit remaining from the last State Fair, officials of the Arkansas State Fair Association have decided to hold a race meeting on the Oaklawn track on the afternoon of St. Patrick's Day.

Announcement that horses were to race in Hot Springs, in view of the complex state the Sawyer racing bill is in at present, is, officials of the fair realized, liable to cause the greatest comment, and they desire it to be strictly understood that in staging this race meet they are not going on the presumption that the Sawyer bill is a law no matter how firm may be their convictions in that respect. They are not using this in any sense of the word as atest case, and the racing will be absolutely and positively free of any device whereby wagers may be made on the various events.

Briefly, Hot Springs in general and the State Fair Association in particular has no desire to violate the law. It is not against the law to hold a race meet, and the one that will be held here on the anniversary of the national day of Ireland's patron saint will be run in the same manner as races are conducted during the week of the annual exposition of the products and resources of Arkansas.

The last State Fair, although it was the biggest and best in the history of the association, left a deficit of nearly \$6,000. For years the people of Hot Springs have contributed to this exposition. It has done much to advance the agricultural interests of Arkansas. It has never been a money-making institution, and there remains six thousand good, hard American dollars that the people of this city are responsible for—that the citizenship of Hot Springs must pay for premiums to those who made exhibits at the last State Fair and who won awards. This is a debt of honor that Hot Springs cannot deny. It is an obligation that Hot Springs has no desire nor intention to repudiate.

All one can hear in Hot Springs at the present time is horse racing. The disappointment following the governor's changeable attitude on the racing bill has in no sense dampened the hopes of local business men as to the final result, and the general opinion—the unanimous hope—is that this measure may yet become a law. Recognizing the interest manifested in this law, knowing there are thousands of visitors who would patronize a racing matinee and having in mind the stern obligations of premiums unpaid, officers of the State Fair Association and members of the Business Men's League met and decided to give this racing matinee. If it is a success there is every likelihood that it will be repeated under the same circumstances either the following Saturday or for a matinee during the following week.

There is another vital reason why entertainment of a special nature is desired to commemorate St. Patrick's Day. Announcement has been given that the Memphis, Dallas and Gulf road would have its line between this city and Texarkana completed by that time, and that the citizens of Texarkana were contemplating a visit to Hot Springs; that a large excursion was being planned and that Hot Springs had better prepare for residents of the Arkansas-Texas metropolis.

Up to the present time men who look after affairs of this nature have been so engrossed in their fight for the racing bill that they have not even been in Hot Springs, but a majority of them have returned from the campaign in Little Rock and are determined that this city shall more than do its part in making the visit of the Texarkana residents a notable one. It was on last St. Patrick's Day when the Memphis, Dallas and Gulf road ran its first train from Glenwood into this city, and the opening of the new line was the occasion for one of the biggest civic celebrations that "the valley of vapors" has witnessed in years. It is also the intention to make the coming natal day of Erin's saint a memorable one, and with the sentiment so pronounced in favor of racing it is expected that Oaklawn, where the State Fair is held each year, will entertain the greatest crowd of residents and visitors in its history.

There will be no trouble, either, in getting horses here for the races. From the time the senate passed the Sawyer bill until it was acted on by Governor Hays, Hot Springs was watched by horsemen who had stock in other cities. All believed, as did the people of Hot Springs, that once the bill passed the general assembly it would be approved by the governor, and some of them, desiring to be here early, shipped their stock. At present there are about thirty of the best race horses in the country in Hot Springs, quietly quartered in local stables, and it is anticipated there will be other horses shipped into the city from Texarkana, Pine Bluff, Little Rock and Fort Smith when it is known that these matinees may be held twice weekly. So far as the horses are concerned, the success of the meet on St. Patrick's afternoon is a foregone conclusion.

Had the governor not acted as he did on the racing bill, the people of Hot Springs would have had no cause to worry relative to the payment of premiums still due, nor would there have been any apprehension concerning the finances for holding the State Fair next year, as the bill provided that from \$50 to \$150 a day was to go to the State Fair Racing Commission to pay for premiums, and this would have made the annual exposition of the products and resources of the state self-sustaining.

Hot Springs will, it is predicted, give a royal welcome to the horses on the afternoon of March 17. In the absence of Colonel S. W. Fordyce, president of the State Fair Association, Secretary W. W. Waters presided, and after it was decided to give a racing matinee St. Patrick's Day, the following were named by Secretary Waters as a committee to complete arrangements:

S. E. Dillon, general manager of the public utilities, chairman; William Borman, R. G. Morris, W. O. Creason, Thomas Dougherty, Simon Cooper, Lyman T. Hay of the Arlington-Eastman hotels; George R. Belding, secretary of the Business Men's League; Martin A. Eisele, president of the same organization; George A. Callahan, president of the Chamber of Commerce; Alderman Sam Williamson, John G. Higgins, publisher of The Sentinel-Record; Gus Strauss, president of the Citizens' National Bank; Douglas Hotchkiss and Walter M. Ebel, publicity agent for the Business Men's League.

On the night of March 17 the annual St. Patrick's ball will be given by the Arlington hotel. This is the season's greatest social event and last year attracted society leaders from all over the state. From arrangements that have already been made, combined with the interest manifested in the St. Patrick's Day matinee on the Oaklawn oval, it is anticipated that it will be one of the greatest days in the history of the resort.

## GOV. HAYS WILL CUT THE APPROPRIATIONS

INFORMATION IS HE WILL LOP OFF A QUARTER OF A MILLION.

Special to The Sentinel-Record.

Little Rock, Ark., March 13.—From semi-official information tonight it is believed Gov. Hays is considering the wholesale pruning of the appropriation bills in order to fit them to the prospective revenues of the next two years. Carefully tabulated totals on the appropriations to be met from the general revenues for the biennial year show \$3,325,000 against prospective revenues of only \$2,990,000. Gov. Hays is anxiously awaiting the receipt of the appropriation bill in order to go over them all together. This is taken as an indication he means to cut freely, possibly to the extent of a quarter million or more. The bills probably will reach him Monday. It is also intimated semi-officially that an extra session of the legislature is considered out of the question by Gov. Hays.

## PRINZ EITEL MAY INTERN

FRYE'S COMMANDER MAKES THE STATEMENT THAT CRUISER WILL NOT LEAVE PORT.

## FRYE CREW IS PAID OFF

The German Cruiser Did Not Put Into Newport News Hazardously—Its Crew Was Kept at the Guns Night and Day After Sinking of the Willeby.

Newport News, Va., March 12.—"I can say positively that the Prinz Eitel Friedrich never will leave this port until the end of the European war."

This declaration was made tonight to a representative of the Associated Press by Captain H. H. Kiehne, master of the American sailing ship William P. Frye, which the German raider destroyed in the South Atlantic ocean January 28 last.

Captain Kiehne had just bade farewell to Commander Thierchens of the German cruiser, had paid off his crew and was leaving for Washington to reveal the details of his ship's destruction directly to heads of the government.

"Why do you make such a positive statement?" the American captain was asked.

"That I will not say," he replied.

"But I know she has come here to stay until the war is over."

Notwithstanding this, the commander of the Eitel Friedrich tonight reiterated that it is his purpose to leave American waters as soon as possible.

Regarding the reasons for the sinking of the Frye, it was reported tonight that officers of the converted cruiser reached a decision after finding in the Frye's papers a record that the ship with its cargo of wheat was bound for "Queenstown or Plymouth for orders." Under the British proclamation of contraband, it was pointed out, foodstuffs were classed as conditional contraband if consigned to a fortified port. Plymouth is a fortified port.

Captain Kiehne also threw additional light tonight on the coming of the Eitel Friedrich to this port and insisted that the German commander did not choose Newport hazardously as a port of safety.

"After February 29," said the captain, "the Germans entirely changed their tactics. Up to that time whenever a smoke or smudge was sighted every man was ordered to the guns and the ship sailed straight for the smoke. After the sinking of the Willeby there was a change."

"From then on the Friedrich ran from everything. On the last three nights I knew that the officers were getting the wireless from British cruisers. On the last two nights before passing into the Virginia capes the order to the crew was 'Everybody to the guns; nobody to sleep.' On the last night two of the British cruisers were within ten miles of us."

Captain Kiehne said that several of the German officers asked him ten or twelve days ago if he knew where they were going to land.

"I told them I knew they were going to Newport News, where they could find a good shipyard," said Kiehne.

"Then they asked me what I considered the best course to follow to escape detection. I told them to hang to the longitude right up and then to strike due westerly to the coast. That is exactly what they did."

Two of Captain Kiehne's crew refused to accept payment today because of a decision based on statutory law that they were entitled to wages only until January 28, the day the Frye was sunk. All other members of the crew accepted payment under protest and urged that the German government should pay them for 43 days spent on board the raider.

But despite their shortage of pay, the crew of the Frye tonight sent "with their compliments" to the German cruiser eight kegs of beer for the crew and cigars for the officers' mess.

Last today a naval board of three, headed by Naval Constructor Dubose, inspected the Eitel Friedrich. Regulations require that all warships coming into American ports be examined. Naval Constructor Dubose would not discuss his report, which will be forwarded to Washington at once for information in guiding officials with reference to the request of the Friedrich's commander for time to repair his vessel. Other members of the

board were Lieutenant Commander Norris and Lieutenant Allen.

Following this inspection the Eitel Friedrich, having been scraped and painted below the water line, it was announced she would withdraw from dry dock tomorrow morning and move in one of the ship yard's piers to await information from Washington as to the request for repairs.

Collector Hamilton today sent to Commander Thierchens a letter asking that he be advised definitely of the length of time required to make the Eitel Friedrich seaworthy.

The collector did not expect to receive a reply tonight. A formal report on the entire incident of the cruiser's arrival here was forwarded by Collector Hamilton tonight to the secretary of the treasury.

## GERMAN POPULACE WANT VOICE IN PEACE TREATIES

London, March 13.—3:34 a. m.—A dispatch to the Exchange Telegraph Company from Amsterdam says that the most important associations of German agrarians, manufacturers and business men have petitioned the imperial chancery to allow the discussion of terms of prospective peace so that the German people may have their say when the peace treaties are signed.

The Nord Deutsche Allgemeine Zeitung in an editorial referring to yesterday's petition by economic organizations, re-asserts the inadvisability of discussing peace terms at this juncture. The paper says that such a discussion might weaken the impression abroad of complete German unanimity in the determination to persevere to the utmost.

It would be better, says the editorial, to gain a definite victory before talking about the reward for all the sacrifices made and the shape a peace treaty should take. The polemical attitude of the associations against the decision of highest military and civil authorities is inappropriate and will not hasten victory in the field, asserts the paper.

## THAW JURY IS UNABLE TO AGREE

AFTER DELIBERATING FOR FOUR HOURS LOCKED UP FOR THE NIGHT.

Habeas Corpus Proceedings Will Be Resorted to as Soon as Trial is Finished to Keep Thaw Out of Matteawan.

New York, March 12.—After having deliberated for more than four hours the jury in the case of Harry Kendall Thaw and four co-defendants, on trial charged with conspiracy, had failed late tonight to reach a verdict.

At 11:22 o'clock the jury was ordered locked up for the night and a recess of court was declared until 10 o'clock tomorrow morning.

Previously in the hope that a verdict ultimately might be found, the presiding justice and attorneys for both sides had remained in the court building. Thaw himself had awaited word from the jury room in the sheriff's office directly above the court room.

The jurors, it was made apparent by questions asked when their foreman came in for instructions, seemed to be divided upon the question as to what Thaw's legal status was at the time of his escape and what part his belief that he had a right to flee should play in the determination of a verdict.

The case went to the jury late this afternoon after a day spent in completing the cross-examination of Thaw and the delivery of closing addresses to the jury by attorneys for all the interests concerned. In his charge to the jury the presiding justice said that the question of Thaw's sanity should enter into the case only in so far as he might be shown to have been in a capacity to enter into a criminal act and intended to do so.

John B. Stanchfield objected except to that part of the charge in which Justice Page said that sanity was not an issue.

Two attendants from the Matteawan hospital were in court this afternoon. It was said in the court room that no matter what the verdict of the jury, Thaw would be rushed to Matteawan in an automobile by these two attendants immediately after some decision had been reached or a disagreement reported.

Thaw's attorneys stated, however, that a writ of habeas corpus was awaiting the signature of a supreme court justice. They said they planned to have the writ signed immediately upon the return of the jury with a verdict or a disagreement.

The writ, it was said, would serve to keep Thaw within the jurisdiction of the courts of this county.

## RUSSIANS ARE HARD PRESSED

BATTLE NOW ON REGARDED AS BIGGEST PITCHED BATTLE SINCE WAR BEGUN.

## MILLION MEN ARE ENGAGED

British Are Thrusting at the German Line on the Western Border in Hope of Preventing Further Reinforcements of Germans Against Russia.

London, March 12.—10:50 p. m.—Just as the French attacked the Germans in the western campaign when Field Marshal Von Hindenburg made his big rush from East Prussia last month, so the British army operating in Flanders has undertaken the task of relieving the pressure on its Russian ally now that the Russians again are being attacked in Poland.

This is part of the general plan of the allied generals. When one is attacked the other attacks, so as to compel the Germans and Austrians to keep strong forces at every point and endeavor to prevent them from sending new troops where they could do the most good.

At present the Germans are occupied in an attempt to crush the Russians. For this purpose they are reported to have an army estimated at nearly a half million marching along the roads towards Przemyśl. To prevent this army from being further strengthened the British are thrusting at the German line north of La Bassée, and besides reporting the capture of the village of Neuve Chapelle it is asserted that they have advanced beyond that town.

The battle taking place on the eastern front, expert say, is the biggest pitched battle of the war, no less than a million men being engaged in it. The Germans in their official report claim to have made some advance while Petrograd considers it likely that the Russians will have to fall back beyond Przemyśl, as they did last month before making their stand. It probably will be days before a result is attained in this battle, as with the frozen roads the Russians can push forward reinforcements and choose their battleground.

Meanwhile another German army has appeared on the Pilica river front, south of the Vistula, probably, military observers say with the idea of inducing Grand Duke Nicholas to withdraw men from the north, where the real blow is being struck.

Further south, along the foothills of the Carpathians, fighting between the Austrians and Russians continues amid watery conditions.

Strangely enough each side claims that the other is doing the attacking, but it is believed here that as the Austrians initiated this battle they probably are still the aggressors.

From the other battlefields, including the Dardanelles, no news had been received at a late hour tonight.

Interesting developments are promised in the political field. Prince Von Buelow, the German ambassador to Italy, according to dispatches received from Rome and Berlin at last has officially raised the question of territorial concessions to Italy as the price of Italy's friendship. Germany, it is declared, is doing the negotiating on behalf of her ally, Austria, whose territory is involved.

It is said that Germany is trying to induce Austria to cede to Italy both Trent and Trieste. Baron Von Buelow, the Austrian foreign minister, according to report, does not oppose the cession of Trent but strongly objects to parting with Trieste while the aged Austrian emperor refuses to consent to the loss of any part of his dominions.

It is reported that Germany desires to have the matter settled now, in the fear that should the Dardanelles be forced Italy would be more than ever inclined to throw in her lot with the allies so as to insure the safety of her interests in the eastern Mediterranean depending upon her army to recover her lost provinces nearer home.

German emissaries, according to dispatches to the British newspapers, are busy in Bucharest and Sofia, endeavoring to point out to Rumania and Bulgaria why these countries should remain neutral. Steamers continue to announce the sighting of German submarines around the coast of England.

## GOLD POOL DISSOLVED.

New York, March 12.—Formal announcement was made today of the termination of the \$100,000,000 gold

pool organized in the early weeks of the European war by New York banks and trust companies to stabilize foreign exchange between New York and London.

All subscribers to the pool have been repaid the amount of their contributions. Total expenses of administering the fund were \$16,542. The committee composed of New York's leading bankers served without pay.

## SPAIN PUTS BAN ON FOOD EXPORTS

Madrid, March 12, via Paris.—5:50 a. m.—The government has issued a decree prohibiting the exportation of the following articles:

Oils, fish, fresh meat, cattle, eggs, poultry, beans, lentils, wheat, flour, chickpeas, sulphur, coal, minerals, jute, linseed and ferro-manganese.

Export duties of varying rates are imposed on nitrate of soda, gold and silver coin, potassium salts, sulphate of copper, sulphate of aluminum, oil seeds, potatoes, rice, early vegetables, barley, oats, bacon, hams, salt pork and wool.

## BRITISH CRUISER BAYANO IS LOST

PRESENCE OF SUBMARINE IN VICINITY BELIEVED TO HAVE TORPEDOED VESSEL.

London, March 13.—12:45 p. m.—The admiralty announces the loss of the auxiliary cruiser Bayano while the vessel was engaged in patrol duty.

In the statement of the disaster the admiralty says:

"On the eleventh of March wreckage of the Bayano and bodies were discovered and circumstances point to her having been sunk by an enemy torpedo."

"Eight officers and eighteen men were rescued but is feared that remainder of the crew were lost."

"The captain of the Belfast steamer Castlereagh reports passing Thursday morning a quantity of wreckage and bodies floating in lifeboats. He attempted to search for possible survivors but was prevented by the presence of an enemy submarine which gave chase for twenty minutes."

The Belfast correspondent of the Daily Telegram says the Bayano was torpedoed Thursday morning at 9 o'clock off Corsewall, Wigtownshire, Scotland and that nearly 200 lives were lost as the cruiser sank almost immediately. The vessel had a crew of about 216 men on board.

Wigtownshire is the southwesternmost county in Scotland. It lies on the north channel which leads into the Irish sea from the Atlantic.

The Bayano was a comparatively new steamer. She was built at Glasgow in 1913 and was owned by Elder, Clyde and Co. She was taken over by the British government and fitted out as an auxiliary cruiser. The Bayano was of 3,500 tons displacement and 416 feet long.

The survivors of the Bayano were rescued by the Belfast steamer Balmorino. They were afloat on a raft. Another steamer picked up one of the Bayano's lifeboats which was adrift and also two of her rafts. The survivors were landed at Ayr.

The captain of the Balmorino in an interview with the Daily Telegraph's correspondent at Belfast said that the collier was on a voyage from Belfast to Ayr when at 8:30 o'clock Thursday morning four miles from Blockhead, he saw a low lying object in the water. His first impression was that it was a submarine, but he did not alter his course until after a closer inspection, when a cluster of men were observed making signals with garments attached to an oar.

When the collier got closer the crew of the Balmorino found two rafts and a ship's boat upturned with 26 men on one of them.

"Two of the men," said the captain, "had no other clothing than shirts, and others only their sleeping garments. One had an ugly wound on his head and was covered with blood, while nearly all of them were bruised and bleeding. They were more dead than alive from wet, cold and exposure. Boats were promptly lowered and the men were transferred, which took a long time, owing to the difficulty of moving the wounded and famished members of the group."

The captain said that two of the rescued men were so far gone that in another half hour he believed they would have perished.

"The men said," continued the captain, "the Bayano sank within a few minutes after being torpedoed. There was a terrific explosion and the vessel went down by the bows. The explosion created a great amount of damage and some of the lifeboats were smashed and rendered useless."

"The men were left struggling in the water in the darkness, clutching for any piece of wreckage to which they could cling."

## MYSTERY IN NAVAL CIRCLES

UNITED STATES INCREASES PATROL GUARD AT NEW YORK AND BOSTON HARBORS.

## NO INFORMATION GIVEN OUT

Indications Point to Plot to Turn German Steamers Laid Up in American Ports into Warships and Rush Them Out to Sea.

Washington, March 12.—Although officials here continue to deny that any evidence has been discovered to bear out stories of a plot to turn German steamers laid up at American ports into warships and rush them out to sea, developments of the past three days have demonstrated the government's determination to take extraordinary precautions against any violation of neutrality.

Four warships and a coast guard cutter now have been detailed for patrol duty in Boston and New York harbors. Wednesday the naval yacht Dolphin was ordered from Washington to New York and yesterday the destroyers McDougal and Drayton from Guantanamo, and the cutter Mohawk from her cruising grounds off Sandy Hook were ordered to join her. Assistant Secretary Peters of the treasury was an early white house caller today and had a long talk with President Wilson. He is in direct charge of customs matters and the preservation of neutrality by foreign ships in American ports is under his charge.

A few hours after his talk with the president, Mr. Peters left for New York. He said his trip had nothing to do with neutrality but it became known tonight that he was expected to confer in New York with officials of both the New York and Boston customs houses.

In the harbors of these two cities are some of the finest vessels of the merchant fleet that kept the German flag flying in the North Atlantic lanes before the warships of the allies made ocean travel unsafe for enemy ships. Dudley Field Malone, collector of the port of New York, talked with President Wilson yesterday but did not see Mr. Peters.

Whether additional ships will be sent either to New York or Boston was not disclosed tonight. There are few available coast guard cutters but probably one could be spared for Boston if deemed necessary. It is believed, however, that navy ships will be used where possible and that the Mohawk probably will be released when the two destroyers come up from Cuba.

Shortly after the outbreak of the war Collector Malone formed a neutrality squadron of customs officers which has kept close watch on all interned ships as well as all those outbound. Precautions of the same sort have been taken also at Boston.

**Cruiser Brooklyn Is Ordered to Boston**  
Boston, March 12.—The armored cruiser Brooklyn, one of the fleet that destroyed the Spanish squadron off Santiago in 1898 and of late receiving ship for the Charlestown navy yard, will take up her position in President's Roads tomorrow morning to preserve neutrality in this harbor, in accordance with orders from Washington. Six German steamers are interned here, including the passenger steamers Kronprinzessin Cecilie, Cincinnati and Amerika. All are tied up at docks and so far as known none of them have made any preparations to leave the harbor.

## BANK FAILURE BRINGS DOWN CRITICISM

Santa Fe, N. M., March 12.—Governor W. C. McDonald and Howell Earnest, traveling state auditor, were severely censured in the report of the legislative joint investigating committee on the failure of the First State bank of Las Cruces presented today. T. R. H. Smith, president of the bank, was arrested March 4 on a grand jury indictment in connection with the failure. Funds of the State Agricultural College in the sum of \$75,000 were tied up when the bank suspended.

The legislative committee in its report charged that the governor and the traveling auditor were negligent in not taking steps to prevent the alleged wrecking of the bank. J. H. Paxton, democratic state chairman, was accused in the report of obtaining the deposit of college funds to bolster up the bank. Dr. George E. Ladd, president of the college, was criticised in connection with alleged conditions at the institution.